

Abstract of the Disclosure

A pneumatic tire having at least one layer of carcass, an inner liner made of a rubber composition (a) comprising a rubber component (a') consisting essentially of 60 to 95% parts by weight of a halogenated butyl rubber and 5 to 40% by weight of a regular butyl rubber, and a rubber layer located between the carcass and the inner liner, which made of a rubber composition (b) comprising a diene rubber, sulfur and a sulphenamide vulcanization accelerator; the amount of sulfur in the rubber composition (b) being represented by the equation (I):

$$2 + 0.05A \leq x \leq 5 + 0.05A \quad (I)$$

wherein x is the amount of sulfur (PHR) and A is the percentage (% by weight) of the regular butyl rubber. The pneumatic tire of the present invention is free from a crack generation problem due to thermal hardening even if the tire heats up to a high temperature while it is running, and furthermore, is highly impermeable against air and moisture and consequently prevents a carcass cord corrosion problem from occurring. Therefore the tire can be suitably used as a tire of, for example, heavy cargo trucks.